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I gave you as full an account as I could of my water-meadows, &c.

I am, Sir,

A. Aikin, Esq.

&c. &c. &c.

Secretary, &c. &c.

CHARLES C. WESTERN.

P. S.—I cannot tell whether the sheep of this country shed their wools ; but I will make a trial of it. I cannot think the difference of feed, or that coting, will make any difference, except, indeed, that sheep very scantily fed, such as those on the commons, have always a tendency to lose the fleece ; and when it comes off so easy, the bushes, &c. and their own scratching (for they are generally scabbed or lousy), by degrees strip them of their clothing. Whenever a sheep is unhealthy, his wool becomes loose.

IV.—WAGGON FOR CONVEYING LIVE LAMBS TO MARKET.

The SILVER CERES MEDAL was this Session presented to PETER GREEN, Esq. of Crookham, near Reading, for his WAGGON FOR CONVEYING LIVE LAMBS TO MARKET. The following Communication has been received from him on the subject.

Crookham, near Reading,

DEAR SIR ;

April 3, 1827.

I BEG to offer to the Society of Arts and Manufactures a drawing of a carriage made for conveying lambs alive to the Smithfield market, which I have found to answer very well. It will carry from forty-five to fifty very commodiously ; it is divided into four equal parts, that in going up or down hill, the lambs may not be crowded upon each other ; and the partition is moveable (as you will see by

the drawing), so that you may take out the lambs behind or before; and by shifting the partition backwards and forwards, they are prevented from rushing to and fro, and may be caught with great ease.

I am, Sir,

A. Aikin, Esq.

&c. &c. &c.

Secretary, &c. &c.

PETER GREEN.

In addition to Mr. Green's communication, it may be stated, that all animals, even those that are full grown, lose in weight by being driven to market from considerable distances, as is the case with nearly all the animals brought to Smithfield; that their flesh is very susceptible of putrefaction, and probably is less wholesome than that of animals which have not undergone the fatigue of a long journey. Young animals, such as calves and lambs, are still more injured by over-driving; their flesh loses much of that delicacy of flavour which is its chief recommendation, so that the London butchers will give from half a crown to three shillings a piece more for lambs conveyed in waggons than for those which are driven to market.

Reference to the Engraving.—Plate II.

Fig. 4. A side view of the waggon. It is made with two floors, one above the other; *s s* the upper, and *t t* the lower stage, capable of holding from forty-five to fifty lambs very commodiously.

Fig. 5. An end view: the front is like the back, each having two doors to take out the lambs.

Fig. 6. A front view of one of the moveable partitions; and,

Fig. 7. A side view of it. By fixing the partitions in the middle, the area is divided into four equal parts, so that the pressure or crowding of the lambs on each other is only one quarter of what it would be without the partitions; the same arrangement enables them to be taken out of the waggon commodiously, and with much less struggle.



V.—MACHINE FOR SLICING TURNIPS.

The SILVER CERES MEDAL was this Session voted to Mr. W. THOROLD, of Great Melton, near Wymondham, Norfolk, for his MACHINE FOR SLICING TURNIPS, a Model of which has been placed in the Society's Repository.

Melton, near Wymondham,

SIR;

January 9, 1827.

I BEG to offer to the notice of the Society of Arts a machine for Slicing Turnips, which I hope, upon examination, will be found worthy of their patronage.

Having this year thirty beasts at turnips, it became necessary to have a more expeditious method of slicing their food, than a simple knife, similar to a brush-maker's, which had hitherto been used: not choosing to go to the expense of an engine, I determined to try one upon a plan more simple and cheap than any which offered at the agricultural repositories. After some unsuccessful trials, a machine like the model herewith sent was the result. Its simplicity is so obvious, that a person unacquainted with the gradations between the first idea of an invention and its ultimate completion, would be unwilling to